



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Date: 01/17/07

Place: Port Canaveral

Person Interviewed: Bart Lange

Interview Conducted By: Liam LaRue,
Investigator
National Transportation Safety Board

INTRODUCTION

Bart Lange was interviewed in conjunction with the Marine Board of Investigation concerning the *Crown Princess*. The text that follows is not a verbatim record of the conversation. It has been developed from my handwritten notes of the conversation and is correct and complete to the best of my knowledge and recollection.

INTERVIEW

- 3rd year with sheriff's office
- 25 years experience working on boats
- Worked in tug business prior to St. Mary Parish– licensed captain – 200 ton masters near coastal
- His dad was shrimping near the accident and called in the fire – called him direct
- Shrimping off of Point Maroon – about 5 miles from accident
- He and 2 others took a boat – 23' Bayhawk – to the Franklin Canal – took that to the intercoastal – cut through the jaws and out to West Cote Blanche Bay
- Boat ride took 30 minutes
- Car ride took 50-55 minutes to get to Franklin Canal from motorpool
- Wildlife and fisheries had several boats there already
- Several seismograph boats working in the area already there
- The tug, and both barges were on fire – mostly smoldering flames and smoke by

the time they got there

- The Yancy O (tug out of Morgan City), Miss Joann, Tiger were fighting fire
- Met up with Wildlife and Fisheries to coordinate search
- Started doing grid searches from the barge and working outwards
- CG helicopter located one body – they went and retrieved it
- 3 ½ foot seas during search – made it difficult to search.
- They recovered the tug captain's body off of Miss Megan.
- One other boat from St. Mary – 27' catamaran
- 2 other boats from Iberia Parish – catamaran (he thinks around 34-foot) & crew boat
- They were on scene till almost 10 pm – tied up their boats at Cypremort point
- A mobile command was set up at Bay View Inn – all the way at the end of the point. 10 minute run to the accident site.
- The worm is a bayou on Marsh Island – close to the W&F station on Marsh Island – little canal/cove
- In his experience working on boats – you don't move in the oil field without pinning the spuds.
- He was taught to always pin them – it's the Captain's responsibility to make sure that they are pinned.
- In his opinion, the barges bumping together because of choppy seas could have knocked the brake loose on the winch – he's seen it happen.
- He thinks that the policy for most companies working in the oil fields is to pin the spuds when transiting.

END OF INTERVIEW

Liam LaRue